ALL HAVE GOOD ROAD-BEDS

Marked Improvement in the Physical Condition of Western Railways.

Rivalry Between the Lines Has Resulted in a Smoothness of Tracks that Would Have Been Once Considered Impossible.

An expert civil engineer, who of late has traveled quite extensively over Ohio, Indiana and Illinois railways, says the improvement to road-beds in the last five years has been greater than in the preceding twenty-five years, and the best feature is that it is general. After traveling from Indianapolis to Cincinnati over the Big Four and returning over the Cincinnati, Hamilton & Dayton, one is unable to say which is the better track. Ride from Indianapolis to St. Louis over the Vandalia and return over the St. Louis division of the Big Four, and it would take more than an ordinary civil engineer or old-time railroader to tell which has the better track. Superintendent Miller will tell you that the Louisville division of the Pennsylvania line is the solidest and smoothest, and Superintendent Darlington will say that tne Indianapolis division of Pennsylvania is unequaled, but both are so near perfect that it takes a discriminating eye to discover which is really the better piece of track. In the northern part of the State the traveler strikes the Pittsburg, Fort Wayne & Chicago, the Lake Shore and the Michigan Central. Here are three wealthy, powerful corporations trying to excel each other in condi-tion of road-bed and track, and each rapidly reaching a point where little more can be done, unless it is in laying a second track and increasing sidings to improve the properties. Close by come the Chicago & Erie and the Nickel-plate lines. On the Lake Erie & Western, the Monon and the Chicago & Eastern Illinois during the last two years money has been expended freely, and the improvement over the condition of previous years is very marked, these and other lines that could named, reaching into Ohio and Illinois, the same satisfactory physical condition is noticeable. This rivairy to excel should be encouraged. The conditions in these States may not admit of the perfection of track which may be found in the old country, such is the soil and the material to build with, but it is evident that it will admit of constructing and maintaining as good track as is to be found east of the Alleghanies. But a few years ago the common expression was, "Bring your track up to the Pennsylvania standard and it will be all right." Now there are dozens of roads in this country that have as good track as the Pennsylvania. The Boston & Albany, the New York Central, the Lackawanna, the Lake Shore, the Chicago & Northwestern, the Chicago, Milwaukee & St. Paul, the Chicage, Burlington & Quincy, the Atchison, Topeka & Santa Fe, each have hundreds of miles of track which will compare favorably with the best track of the Pennsylvania. In the South the improvement is even more noticeable. While the track may not be up to the standard of some of the Northern roads, they are so far in advance of that of five years ago as to strike one with surprise. The official expressed the opinion that more would now be done in laying heavier rail, strengthening bridges, cutting down grades and straightening curves than in building new roads. The present large earnings of the roads justify large expenditures in such

Decision of Interest to Flour Shippers. The Interstate-commerce Commission, in an opinion by Commission Veasey, has announced its decision in the case of the Hezell Milling Company, of East St. Louis, against the St. Louis, Alton & Terre Haute Railroad Company and the Illinois Central Railroad Company. The facts and points decided are briefly as follows: Rates for the transportation of flour orig-

inating at St. Louis and shipped over these lines are the same, and such flour is forwarded by the first named carrier from its receiving station in East St. Louis. St. Louis shippers deliver flour to rail or wagon transfer companies at their stations in St. Louis and defendants bear the cost of transfer to the East St. Louis railroad station, the average being about 6 cents per barrel. Or St. Louis shippers sometimes deliver to the wagon transfer company at their mill doors and then to bear half of the cartage expenses, the defendants the other half. Petitioner is a manufacturer and shipper of flour over these lines in com-petition with St. Louis millers, and teams flour from its mill about haif a mile to the receiving station, in East St. Louis, at a cost of 6 cents per barrel, or loads it on cars furnished by the defendants on a side-track contiguous to its mills, at a cost of about S cents a barrel, being required to load such cars according to distance of destinations, also being required to clean and repair the cars before using.

The commission holds that on flour destined to points outside the State which the initial carrier requests petitioner to haul to its station, or which petitioner is compelled to haul there by reason of proper pars not being furnished on such side-track. petitioner is entitled to a reduction of 6 cents a barrel on rates in force as long as defendants bear that amount of the cost of the cartage for other shippers. The requiring petitioner to clean and repair cars furnished on the side-track is unreasonable, but the requirement that he shall load such cars according to stations is not unreasonable. Rates on flour loaded by petitioner in properly cleaned and repaired cars, so furnished, are the same as rates in force on flour originating in St. Louis. Questions arising under a practice of partial or absolute free cartage, or growing out of the existence of side-tracks to shippers' doors, must depend largely for solution on the particular circumstances of each case.

Discrimination in Freight Bates. The Chicago Freight Bureau, representing the shipping interests of that city, with the co-operation of the shippers at Indianapolis, Cincinnati, Louisville and St. Louis, will make complaint to the Interstate-commerce Commission, alleging that the rail-roads and steamship lines between those points and the South Atlantic sea-board have formed a combination by which these places are unjustly discriminated against in the matter of rates, as compared with New York, Baltimore and other Atlanticcoast points. The complaint and demand for redress of grievances are to be accompanied by elaborate tables showing comparative rates and distances.

Personal, Local and General Notes. John G. Williams, general manager of the Vandalia lines, is in the city on official business. The Wabash shows an increase in earnings the second week of December over the corresponding week of 1890 of \$34,680.

General Passenger Agent Daly, of the Lake Erie & Western, who has been confined at home by illness for a few days, expects to be at his N. Pearson, section foreman on the Lake Erie & Western road, has been awarded the first

prize for the best section, which lies between Ox-

M. O. Adams, formerly traveling freight agent for the Chicago & Northwestern in this territory, goes to Philadelphia to represent the company as its general agent.

Maj. C. C. Gregg, a well-known passenger man, died of pneumonia, in New York city, on Sunday last. For many years he represented the Norwich passenger line as its general agent. The Central Traffic freight committee has agreed that the rates of 1891 shall apply to 1892 on shipments of ice to Central Traffic Association territory from points in Obio and Michigan. A lively rate war is in progress between the boats running on the Ohio river. Twenty-five cents is now the fare from Madison, Ind., to

Louisville, Ky., and freight 5 cents per one hun-The earnings of the Cincinnati, Wabash & Michigan at Indianapolis station, this year, it is stated, will exceed those of 1890 fully \$16,000. This increase is traceable to its connection with

The contract for widening the abutments for ridges and culverts on the Pittsburg, Fort Wayne & Chicago road between Lima and Bucyrns, preparatory for a second track, has been awarded to R. W. Tapp.

A ratiroad official who claims to know something of the affairs of the Vandalia says that John G. Williams, general manager, is bitterly opposed to the boycett of the Chicago & Alton, and is determined that, so far as the Vandalia is concerned, it shall be lifted, and from this grew the rumor that John Chesbrough, assistant general passenger agent, was to be made general

passenger agent, as General Passenger Agent raise it.

Ford is as much opposed to lifting the boycott on the C. & A. as Mr. Williams is determined to The Wabash system will run no freight trains Christmas day, except those conveying live stock and perishable freight. E. H. Beckley, formerly general passenger agent of the Cincinnati, Wabash & Michigan

road, has openedia drug store in Elkhart, and E.

E. Beckley, late engineer of maintenance of way on the C. W. & M., has connected himself with a

paper-mill.

C. E. Rhodes, the newly-appointed superintendent of telegraph of the Big Four lines, has arrived in the city and will take charge at once. Mr. Rhodes commenced on the Bee-line, now part of the Big Four, as telegraph boy, at the Dayton office, in 1874. W. B. Williams, whose death was announced a day or two ago, formerly represented the Erie

lines at Indianapolis, was later with the I., B. & W. road, then with the Red line and more recently general freight agent of the Dayton, Fort Wayne & Chicago road. The Cincinnati, Hamilton & Dayton passenger

department hit upon a novel way to advertise its road. At Indianapolis 5,000 Christmas cards have, in the last two days, been distributed among the children in the primary grades at the different school buildings. Harry Lucas, the newly appointed ticket agent of the Vandalia at St. Louis, was in the city last

evening en route to New York city to call on the friends of the Vandalia there and post them as to his future intentions. Mr. Lucas is credited with being a success as a passenger man. R. B. Williams, general superintendent of the New York & New England road, has resigned also, J. F. Russ, trainmaster on the western division. The latter comes West to take a post tion on the C. B. & Q. road. F. E. Dewey succeeds Mr. Williams as general superintendent.

John C. Parker, who died at Westport, Ind., on Sunday last, was president of the Fort Wayne Southern company in the early days of railroads in Indiana. He afterwards sold the grade and right of way from North Vernon to Jefferson-ville to the Ohio & Mississippi for a large sum of

Col. Wm. Shaw, of the Chicago, Burlington & Quincy, is in the city. He says any talk to the effect that the "Q" is disposed to adopt any dishonorable or underhanded method of returning to the paying of commissions is unfounded. Anything the passenger department does in that direction will be open and aboveboard,

Traffic Manager C. A. Parker, of the Missour Pacific, has appointed W. A. Stith general freight agent, the appointment to take effect Jan. 1 next. Mr. Stith is now general freight agent of the Kansas City, Fort Scott & Memphis road, and was formerly assistant general freight agent of the Missouri Pacific, to which he now The Terre Haute & Indianapolis (Vandalia

line) has earned enough this year to declare a semi-annual dividend of 4 per cent, at the annual meeting, Jan. 4, making 7 per cent, for the year, but will pay only a 3 per cent. semi-annual dividend, the management preferring to put

James Barker, general passenger agent of the Monon, seems to have gotten real mad. In flam-ing posters all along its lines he announces holiday excursion rates from such points to Kansas City, Council Bluffs and any Missouri river point, further announcing that hereafter he will meet any rate made to such points by the Vandalia or the Big Four lines.

The Dayton, Fort Wayne & Chicago road, now operated by the Cincinnati, Hamilton & Dayton company, is surprising its friends by large earnings. The coal traffic of the road is heavy be-youd precedent, its passenger business is in-creasing, and the C. H. & D. has been obliged to transfer some of the power of the main line to this to keep business moving.

The Flint & Pere Marquette company will re-taliate on the Lake Shore road for shutting it out of Toledo by turning its business, so far as possible, to the Michigan Central. The money made by connection vith either line goes, eventually, into the same pocket. The outcome of the trouble will be that the F. & P. M. will be forced to build a branch from Monroe to Toledo.

The Lake Erie & Western is to be relieved of its scarcity of cars somewhat within a short time. George T. Jarvis, assistant general superintendent, who went East a few days ago, suc ceeded in securing from the trunk lines a larger number of cars than he had expected, and the cars are to be sent West daily in numbers which will relieve the road of its accumulated business The Chicago & Alton system, on and after Jan. 1, will discontinue the use of unlimited tickets between all points on its road. It will also abolish the stop-over privilege and compel passengers to buy tickets as they travel. The one-way tickets will be limited to one day after date of sale, and the round trip tickets will have a similar limit on the going coupon, with a ten days' limit on the return coupon. The road will also

redeem unused tickets at full value. The Chicago, Keokuk & Southwestern Railroad Company is the name of an organization just formed for the purpose of building a line of rail-way from Havana, Ill., through Keekuk to Kan-sas City. Judge Logan, president of the State Bank of Chicago, one of the prime movers in the enterprise, says the corporation was formed at the instance of New York parties largely interested in great railroad lines, and that the road would develop the largest section of Illinois not yet afforded railroad facilities, besides tapping the Fulton-county coal fields.

Following is a statement of the business of all of the Pennsylvania railroad lines: All lines east of Pittsburg and Erie for November, 1891, as compared with the same month in last year, show an increase in gross earnings of \$34,858, an increase in expenses of \$210,619, and a decrease in net earnings of \$175.761. All lines west of Pittsburg and Erie for November, 1891, as compared with the same month in last year, show an increase in gross earnings of \$181.124, a decrease in expenses of \$38,438 and an in-

crease in net earnings of \$219,562. The weather has been so favorable the last month for grading that on the Indianapolis division of the Pennsylvania lines over ten miles have been graded and gotten in readiness for the laying of a second track. Within the next six months twenty-five miles of second track will be laid between Columbus. O., and Indianapolis, which will be used as passing tracks until needed to form parts of a second track the entire dis-tance. On the Chicago division Superintendent Bennett is pushing improvements of this char-acter as rapidly as it is progressing on the In-

F. M. Guthrie, general manager of the Elkhart fast-freight line, has issued the following notice to shippers over the Cincinnati, Wabash & Michigan road: "Shipments via Elkhart fast-freight line during the last thirty days have been very seriously delayed by the fact that a sand-bar has been formed at the mouth of the St. Joe river, the entrance to Benton Harbor, which, after seriously interfering with business, has finally shut our boats out of the port entirely. To meet this unexpected situation we have just completed arrangements to use Grand Haven harbor until the bar at St. Joe can be removed. C. P. Wilkins, who represents the Railway Offi-

cials' and Employes' Association in the Southwest, is in the city on business. Mr. Wilkins states that it has been a bad year for the Cotton Belt line. At the time that its business is usually the heaviest the Mississippi river was so low that it was difficult to transfer freights from Bird's Point to Cairo, but the troublesfof the Cotton Belt worked to the advantage of the St. Louis & Iron Mountain road, which has done the heaviest business in any year in its history, it having no transfer to interfere with the move-ment of freights. Besides moving large quanti-ties of cotton, it is handling 200 to 250 car-loads of o and lead daily, and its lumber traffic has been heavy beyond precedent.

The forthcoming issue of the Railway Age and Northwestern Railroader will contain a statistical review of the railway construction during 1891. According to the figures given, new track has been laid in forty-three States and Territories on 249 lines and branches, to an aggregate of 4,168 miles. This increases the railway system of the United States to 171,000 miles. The only portions of the country in which no new track was laid this wear are the States of Dela-ware, Connecticut. Nevada and Mississippi, the last-named showing in strong contrast to the other Southern States, in which the activity has been notable. The States which added the greatest average are: Pennsylvania, Georgia, Washington, South Carolina, New York, Montana, Virginia and West Virginia.

WILLIAM SHULAR PARDONED.

Governor Chase's Christmas Present to a Man Convicted of Murder.

A pardon was issued by Governor Chase, yesterday, in the case of William Shular, of Crawfordsville. This is a fultillment of a promise made by Governor Chase that the wishes of Governor Hovey should be carried out in such matters, so far as he knew. Governor Hovey had stated to Colonel Travis, of Crawfordsville, in the pres-ence of Mr. Roberts, his private that Shular should before the holidays. secretary. this case there are many extenuating circumstances. The murder for which Shular was convicted was committed in a brawl and many drunken men were engaged in the fight. There was a doubt as to who fired the fatal shot. The jury was not thoroughly satisfied on this point or a

been given.

sentence of a term of years would not have

Burial Expenses Allowed. The County Commissioners allowed the claim of Mrs. Alpheus Green for \$50, on account of the burial expenses of her late husband, who was a soldier. The law provides that the township trustee shall certify to the claim as within the meaning of the statute, but in this case Trustee Gold refused to do so. The commissioners allowed the claim, therefore, over his protest.

LOOK at Marcy's lovely holiday stock.

LOVELY Diamond Lace Pins at Marcy's ELEGANT stock of diamond rings at Marcy's.

THE MAYOR IN A TIGHT BOX

He Is Between Two Fires on The Panhandle Disannexation Ordinance.

One Democratic Organ Says The Corporation Ought to Escape Taxes and The Other Says It Should Not-A Pretty Fight.

There are some things that are peculiar only to Democratic politics, of which the ordinance passed by the Council Monday night disannexing the Panhandle shops property is one. It has a history, too, that is not uninteresting. Last spring an ordinance passed the Conneil annexing this property to the city. At that time Councilman Ed Austin, who was then and is now in the employ of the Pennsylvania Company, called upon the carpet and severely catechized concerning his laxity. It was then that this noble statesman vowed to retrieve himself by having the Democratic majority vote to dis. annex the Panhandle shops. To this end Mr. Austin worked, and it was not long before he had every Democratic member under obligations to do his company a favor. He pledged every one of them to vote for an ordinance such as was passed Monday evening. The next step was to introduce the ordinance, which was done two weeks ago, and then it was that the Democratic statesmen began to hem and haw: to squirm and squeal. But all to no purpose. They had pledged themselves to support the ordinance, and had to do it for fear of the wrath to come. One of these gentlemen said to a Journal reporter:
"I've got myself in a pretty stew. I can't vote against the ordinance, and I would

to afford the Democrats an avenue of escape by having a Republican member introduce an amendment to disannex all that territory east of State street and south of Washington, but the scheme failed to materialize. A few days after the disannexation ordinance was introduced the major Democratic organ, in an interview with Superintendent Darlington, of the Pennsylvania lines, ivocated the passage of the ordinance The minor Democratic organ came along the following morning with a column editorial in which the "poverty-ridden" Pennsylvania Company was ridiculed in true Junius style, and the Democrats in the Council were instructed to vote against the

At that time, a week ago, it was proposed

give \$50 if I could vote against it."

ordinance. Among other things it said: It is possible that the Pennsylvania Company has become so familiar with Pennsylvania methods that it cannot realize that they will not operate in other States of the Union, and possi-bly it may have had some grounds for its faith, so far as Indiana is concerned, in the generosity it has found in tax officials in the past. But a change has occurred. We have entered on an era when equality in taxation is demanded, and no corporation, however rich and powerful, will be permitted to escape the requirements of com-mon justice. * * We trust that it is not a State in which any legislative body can be frightened from the common honesty of equal taxation by any intimation of retaliation, and we will guarantee that any councilman and we will guarantee that any councilman who professes to be guided by such motives and accedes to such demands will meet the prompt condemnation of his constituents. The people of Indiana are pretty well educated in the theories of taxation; at least, the Democratic and independent portion of them are, and they cannot be deluded or frightened by any statement of this character. The officers of corporations and the officials elected by the people may as well understand that equality in taxation, and particularly as regards corporations, is a prinparticularly as regards corporations, is a prin-

ciple that has come to stay. Here was a pretty state of affairs, But true to its god, the administration whacked the minor organ well and strong, and followed the dictates of its rival-the major Democratic organ.

The ordinance was passed. Now another state of affairs just as amusing presents itself. While the followers of the major organ are importuning the Mayor to affix his signature to the ordinance the minor organ's advocates are begging him to use his veto power. Therefore, his Honor is "between the devil and the deep blue sea."

Natural Gas and the Depth of Rock.

To the Editor of the Indianapolis Journal: In to-day's paper I notice a report of a great flow of natural gas after dynamite had been exploded in the well. If the body of porous gas rock is of any depth, it never needs dynamite. We have here fifty to sixty feet of gas rock, and a hole the full depth of this rock has never failed to give all the gas under three hundred pounds pressure at a full two-inch opening. Is the gas rock any place as deep as this? Not a hole in a radius of five miles has ever been drilled without finding this pressure and amount of gas, and no gas well here has ever shown less pressure. There is not a pound difference after years of use. If Anderson, with its twenty-five feet of gas rock and over twenty large factories, and supplying Richmond from near there, too, had never to go outside the city limits for gas (can that be said of any other large gas town?) how long will gas last here with fifty feet of gas rock in every direction and only a few factories using the same.

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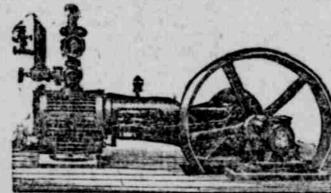
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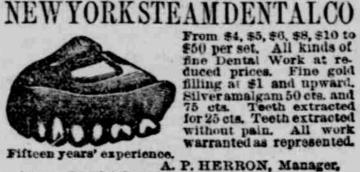
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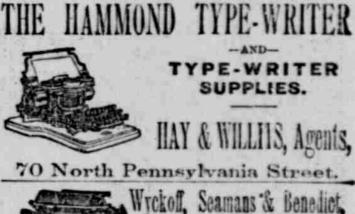
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